

**2004
WisDOT
Traffic Signing & Marking
Enhancement Program
Materials**



April, 2004

2004 TRAFFIC SIGNING & MARKING ENHANCEMENT PROGRAM

Background:

Wisconsin State Statute §85.027 recently created the Traffic Signing and Marking Enhancement Grants Program (TSMEGP), to be administered by the Wisconsin Department of Transportation (WisDOT). The purpose of the program is to provide funds to local units of government for the installation of traffic signing and marking enhancements, with the intent of improving visibility to assist elderly drivers and pedestrians. This project solicitation will be used to provide approximately \$2.2 million in state funding in 2004, and to develop a list of contingency projects for future consideration should additional funding become available in FY 2005.

Program timeline:

Friday, April 16, 2004	WisDOT informs local governments about the program and provides application materials.
Postmarked no later than Friday, June 4, 2004	Applications due to WisDOT program manager.
Late June-Early July, 2004	WisDOT selection panel reviews and recommends program of projects for approval.
July 2004	WisDOT Secretary approves projects.
August 1, 2004	WisDOT announces approved program and notifies local governments. Locals must receive a signed agreement from WisDOT <u>prior</u> to incurring eligible costs, or letting a project to contract.

Program eligibility:

As public agencies with taxing authority that can guarantee matching funds, all Wisconsin counties, cities, villages, and towns are eligible to be project sponsors under this program. The program can pay up to 75% of total eligible project costs, with the local government contributing matching funds equal to at least 25% of the total eligible project costs to the limit of the award.

The TSMEGP is a reimbursement program. Local governments are required to initially finance 100% of project costs prior to seeking reimbursement. All projects under this program are locally let. While it is expected that many of these projects will be let to contract, it may be possible for the local government to perform the work, provided it has the necessary resources and/or agreements in place to do so. Once the improvement is completed and the contractor(s) paid (if applicable), the local government can request reimbursement from WisDOT.

Per the statute, projects will be approved in each of the following:

- An *Urban* area (as defined by the U.S. Census Bureau).
- A *Suburban* area (defined as an incorporated municipality within an urbanized area [over 50,000 in population] but outside of the central city—example: Cudahy, WI to Milwaukee, WI.) urbanized area.
- A *Rural* area (as defined by the U.S. Census Bureau).

What traffic enhancements are eligible?

This program is specifically earmarked for “brighter and more reflective enhancements than are currently in use” in the following categories:

- Pavement marking for centerlines.
- Pavement markings for lane lines.
- Pavement markings for edge lines.
- Pavement markings for lane use arrows.
- Pavement markings for cross walks that are brighter or more reflective than the markings that are typically used.
- Traffic signs with enhanced reflectivity and with larger letters than are typically used.
- Redundant street name signs in advance of intersections.
- Overhead mounted street name signs at major intersections.

Examples of eligible projects include:

- Upgrading of sign face material to brighter, more reflective sheeting.
- Installing brighter edge lines and/or centerlines.
- Increasing letter height and reflective intensity of overhead street name signs to 8in., from the current guidelines that letters and numbers be at least 150 mm (6 in.) in height for all capital letters (Section 2D.06 Size of Lettering – MUTCD).

Other applications can be found in the “Older Driver Highway Design Handbook – publication no: FHWA-RD-97-135, Web address: www.tfhrc.gov/safety/pubs/97135/home/index.htm and in the “2000 Manual on Uniform Traffic Control Devices (MUTCD),” and April 2002: Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD) Web address: www.dot.wisconsin.gov/library/publications/format/manuals.htm .

Application process:

Completed applications, including a map, must be submitted to WisDOT Program Manager Michael Erickson at the address listed on page 5 and **postmarked no later than Friday, June 4, 2004**. Please refer to the project application cover sheet for specific instructions. Applicants must submit one original application and map, and six copies per project. For greater consideration, project applications may be supplemented with additional supporting information. This information is limited to no more than five additional 8.5” x 11” pages, including pictures or maps. Incomplete or ineligible project applications will not be accepted.

Project selection criteria:

The following criteria will be used to evaluate a proposed project:

- The crash history of the proposed project area. Accident Reports (most current consecutive three year minimum) and appropriate accident analysis.
- The manner and degree to which the proposed project would serve older drivers and pedestrians in the proposed project area.
- The extent to which the proposed improvements would produce demonstrable benefits.
- Whether a project is proposed cooperatively by more than one local unit of government and coordinates improvements on highways in more than one jurisdiction (WisDOT will favor cooperative projects).

Applicants are advised to provide documentation on crash history of the proposed project area. If warranted, applicants are also encouraged to provide a Crash Analysis Cost Benefit (similar to the Hazard Elimination Safety [HES] improvement programming guidelines). The following district HES contacts are available to provide assistance for these two items (all other application questions should be directed to the program manager listed on page 5).

WisDOT HES Contacts:

District #1 – Madison	Michelle Ellias	(608) 245-2675 michelle.ellias@dot.state.wi.us
District #2 – Waukesha	Anita Pusch	(262) 548-8789 anita.pusch@dot.state.wi.us
District #3 – Green Bay	Cindy O'Connor	(920) 492-5679 cindy.oconnor@dot.state.wi.us
District #4 – Wisconsin Rapids	Nichole Lysne	(715) 421-8040 nichole.lysne@dot.state.wi.us
District #5 – La Crosse	Rick Vydrzal	(608) 789-7869 rick.vydrzal@dot.state.wi.us
District #6 – Eau Claire	Greg Helgeson	(715) 836-2980 greg.helgeson@dot.state.wi.us
District #7 – Rhinelander	Joe Benbenek	(715) 365-5714 joseph.benbenek@dot.state.wi.us
District #8 – Superior	Anna Davey	(715) 392-7960 anna.davey@dot.state.wi.us

Program recommendations and approval:

WisDOT has appointed a multi-disciplinary project review committee comprised of department representatives with expertise in traffic and operations, safety, and local programs. The group includes both central office and transportation district representation. These individuals were selected on the basis of their knowledge and expertise, and represent a cross section of multiple policy and technical backgrounds. This group will recommend a list of projects to the WisDOT Secretary for final funding approval.

Project implementation:

After the WisDOT Secretary approves a program of projects, communities will be contacted with a signed State/Municipal agreement from WisDOT, and may proceed with their project. **It is imperative that locals not incur any project costs they expect to be reimbursed under the program prior to receiving their signed State/Municipal agreement from WisDOT.**

Once a project sponsor has their signed agreement, they are free to move forward with the improvement. Upon project completion and payment of contractor(s) if applicable, the sponsor can request reimbursement from WisDOT. Reimbursement forms will be mailed with the signed agreement.

How long do I have to complete my project?

Local governments will be expected to complete their project and apply to WisDOT for reimbursement no later than three years from the date the project agreement is signed by WisDOT. The project agreement will include this language.

Who do I contact with questions?

The district HES contacts listed on page 4 can provide applicants with essential information concerning crash history of a project area, and help assess if a Crash Analysis Cost Benefit is applicable to a proposed project.

All other questions and comments should be directed to:

Michael E. Erickson – Program Manager
Bureau of Transit & Local Roads - BTLR
Wisconsin Department of Transportation
4802 Sheboygan Avenue Rm. 951
PO Box 7913
Madison, WI 53707-7913
(608) 266-0194 or michael.erickson@dot.state.wi.us

85.027 Traffic marking enhancement grants

(1) ADMINISTRATION. Subject to 2003 Wisconsin Act 33, section 9153 (4q), the department shall administer a program to provide grants to local units of government for the installation of traffic marking enhancements with the intent of improving visibility for elderly drivers and pedestrians. The enhancements may include pavement markings for center lines, lane lines, edge lines, lane-use arrows, and cross walks that are brighter or more reflective than the markings that are typically used, traffic signs with enhanced reflectivity and with larger letters than are typically used, redundant street name signs in advance of intersections, and overhead mounted street name signs at major intersections.

(2) GRANTS. (a) A local unit of government that is awarded a grant under this section shall contribute matching funds equal to at least 25% of the total estimated cost of the project for which moneys are awarded under this section.

(b) The department shall award grants annually to at least one project in each of the following:

1. An urban area.
2. A suburban area.
3. A rural area.

(c) The department shall consider the following in awarding a grant for a proposed project:

1. The crash history of the proposed project area.
2. The prevalence of older drivers and pedestrians in the area of the proposed project.
3. The extent to which the proposed improvements would produce demonstrable benefits.
4. Whether a project is proposed cooperatively by more than one local unit of government and coordinates improvements on highways in more than one jurisdiction. The department shall favor cooperative projects.
5. The geographic distribution of all of the projects that are awarded grants. The department shall distribute projects through - out the state.

(d) The department shall award grants under this section from the appropriation under s. 20.395 (2) (ev).

History. 2003 a. 33.